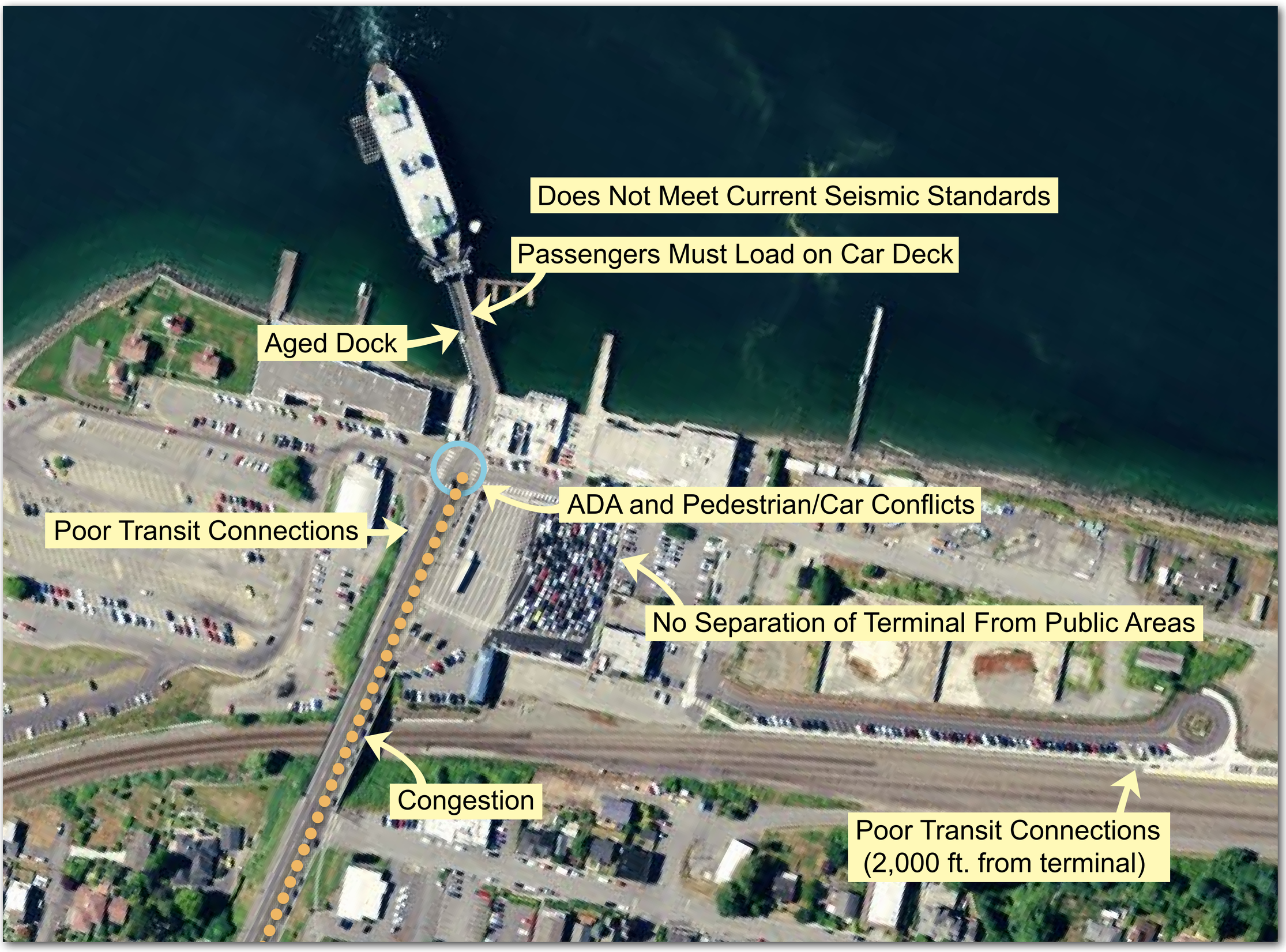
What is the Purpose and Need for the Project?

The Mukilteo Multimodal Project purpose is to improve transportation between Whidbey Island and the mainland by providing safe, reliable and efficient service for all modes by:

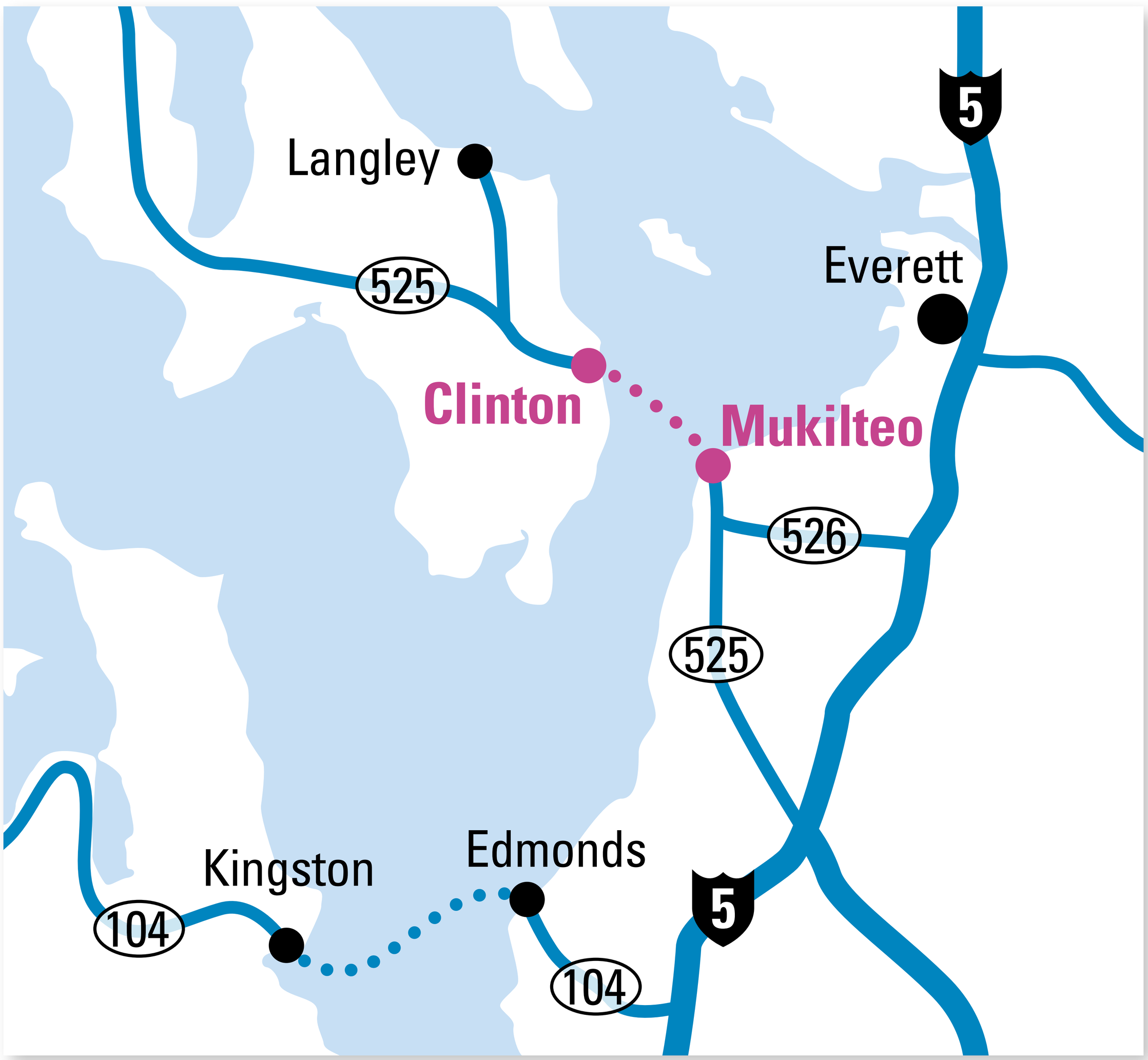
- Reducing conflicts, congestion and safety concerns for pedestrians, bicyclists and motorists by improving local traffic and safety in the terminal area
- Updating the terminal facility to improve the safety, security, quality, reliability, and efficiency of multimodal transportation
- Accommodating future demand projected for transit, carpools, pedestrians, bicycles and general purpose traffic



Mukilteo terminal deficiencies

Mukilteo/Clinton Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- Current Usage
  - WSF's busiest route
  - Over 2 million vehicles per year
  - Almost 4 million total riders per year
- Future Usage
  - 73% passenger increase by 2030
- Transit Connections
  - Bus service (Everett Transit, Island Transit and Community Transit)
  - Commuter Rail Service (*Sounder* train)



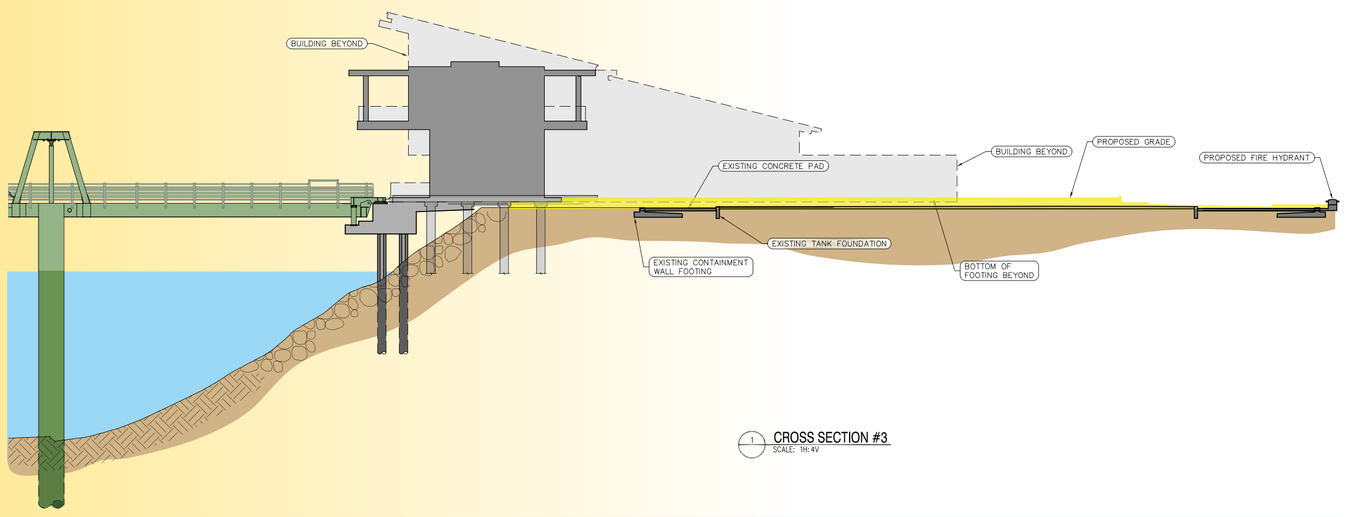
The Mukilteo/Clinton ferry route links SR 525

Project Features

Passenger Terminal Building

- The new passenger terminal building will serve as the new ferry terminal hub.
- WSF is working closely with local tribes to reflect the cultural significance of the Mukilteo Point Elliott area in the design of the terminal building. This coordination will be reflected in a Memorandum of Agreement with the Tribes as required by NHPA Section 106.
- At a minimum, the building will meet LEED Silver environmental requirements.
- The project team will minimize building height to protect the view of the waterfront.
- Vehicles will travel from the holding area, through the first floor to the ferry vessel.
- Overhead loading will allow pedestrians to enter directly onto the second story passenger ferry deck.

Deep water at the terminal building site allows for a condensed project footprint.



Project Benefits: Environmental

The Mukilteo Multimodal Project improves the environment by:

- Decreasing overwater structure by almost three acres
- Removing four percent of the remaining creosote-treated timber piles in Puget Sound
- Enhancing stormwater treatment
- Improving fish habitat by removing the existing ferry terminal
- Containing hazardous materials

The Mukilteo Multimodal Project includes removal of the tank farm pier

Existing Air Force Tank Farm site

Existing Mukilteo ferry terminal

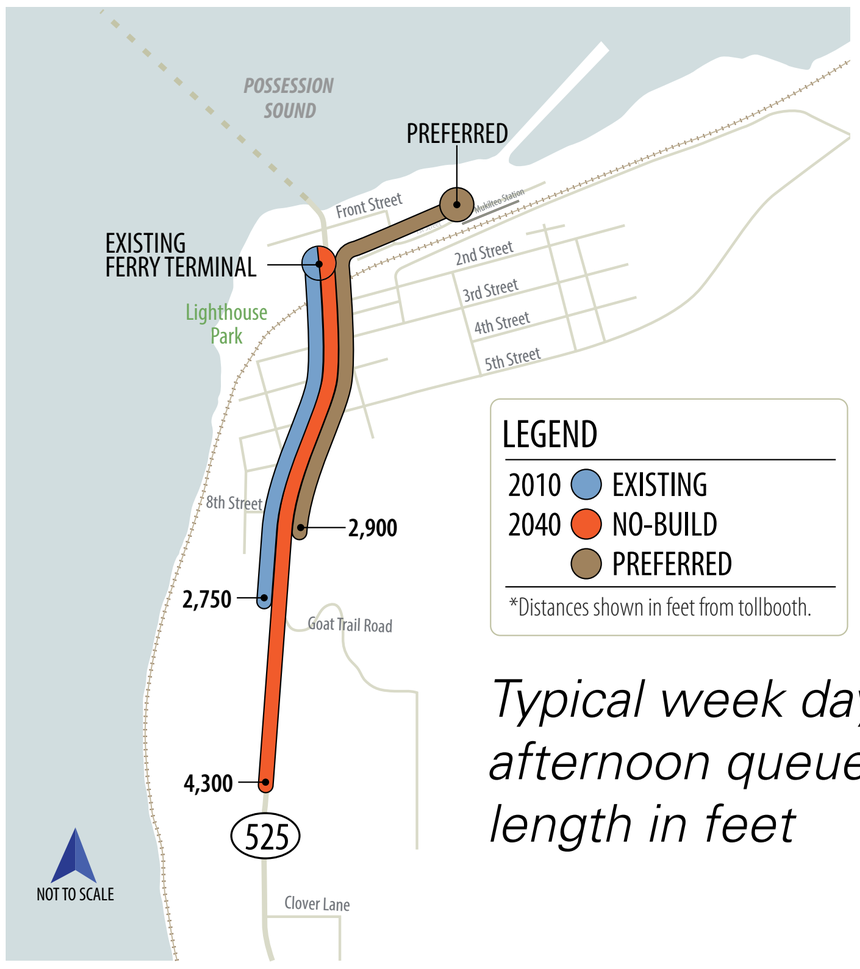
Project Benefits: Transportation

Multimodal Connections

The Mukilteo/Clinton route is a major commuter route. Because vehicle traffic is limited by the size of the vessel, creating a terminal with good multimodal connections is critical to meet future passenger growth.

	ST to WSF Passenger Building	Bus to WSF Passenger Building	Bus to ST	2nd St to WSF Passenger Building
Existing Alternative*	1,730	190	1,850	1,120
Preferred Alternative*	745	225	970	2,660

*Distances in feet



Typical week day afternoon queue length in feet

Queue Lengths

The Preferred Alternative reduces the vehicle queue on SR 525 during busy periods. A larger holding area will help keep waiting vehicles off local streets.

Project Benefits: Parking & Pedestrian Connections

Parking

The Mukilteo Multimodal Project provides a small net increase of parking, including areas adjacent to Lighthouse Park.

Pedestrian Connections

Proposed pedestrian connections are shown in red.

The existing site does not allow for pedestrian access to the waterfront. The Preferred Alternative provides a continuous walkway along the shoreline. The terminal's second story connects directly to the overhead loading ramp and waterfront promenade.

Looking northeast from the holding area.

Project Timeline

Mukilteo Multimodal Project Timeline

2004	2006	2007	2007-2009	Feb 2010	Spring 2010	Fall 2010	2011	Jan-Mar 2012	June 2013	Winter/Spring 2014	2014-2015	2016-2019	2019
• WSF and FTA begin work on a NEPA/SEPA Environmental Assessment (EA)	• FTA issues a notice of intent to prepare an EIS (February 2006) • NEPA/SEPA EIS scoping process • EIS public scoping meetings	• Washington State Legislature puts Mukilteo Multimodal Project on hold • Conduct environmental analysis	• Revise concepts to address public comments, minimize effects to sensitive resources and meet seismic standards	• WSF and FTA reinitiate NEPA/ SEPA EIS process	• Revise the project purpose and need statement	• Conduct NEPA EIS scoping process and comment period • Hold public scoping meetings	• Prepare Draft EIS	• Draft EIS public hearings and comment period	• Publish Final EIS	• Issue Record of Decision (ROD) • Begin final project design **We are here**	• Phase 1 Construction • Remove tank farm pier and dredge	• Phase 2 Construction • Construct ferry terminal	• Complete project

Washington State Ferries

Mukilteo Multimodal Project

Preferred Alternative

110 0 110 220
scale feet

N

Washington State Department of Transportation

U.S. Department of Transportation
Federal Transit Administration